

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1951 – Mercedes Benz 170 Va Sedan

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1951 – Mercedes Benz 170 Va Sedan



- Classic colour scheme in black with leather interior in dark red
- Rare original roller sunroof
- Complete restoration in the 1990s under the last owner with new wooden frame and technical overhaul, comprehensively documented with photos
- Ownership history almost fully known
- With the last owner for over 30 years
- Original owner's manual and repair/workshop literature
- The first Mercedes saloon of the post-war period from 1947



This Automobile

This Mercedes Benz 170 Va saloon was manufactured in 1951 and features a rare factory-fitted roller sunroof that can be opened over the entire length of the roof – i.e. over the front and rear seats. The car then ended up in the Soviet occupation zone of post-war Germany, which later became the German Democratic Republic (GDR). The car remained there for the entire duration of the GDR and had five owners, the last of whom acquired the 170 in 1969. The owners are all listed in the original surviving GDR vehicle registration document (first entry in 1959).

After the fall of the Berlin Wall and the opening of the border between East and West Germany, the 170 was acquired by its current owner in the Hamburg area in the early 1990s - in a largely original but heavily patinated condition. Under his direction and with extensive personal input, the saloon underwent a complete restoration over several years, which was completed in 1998. In the course of this, a new wooden frame was made for the body and the body was separated from the chassis ('frame-off'). The entire technical and electrical systems, the engine and the chassis components were also extensively overhauled. This work is documented with numerous photos.

The car is equipped with a modern radio and various additional instruments, which have been concealed so as not to detract from the classic ambience. The offer is accompanied by an original owner's manual as well as comprehensive, contemporary repair literature such as an original spare parts list and a workshop manual.

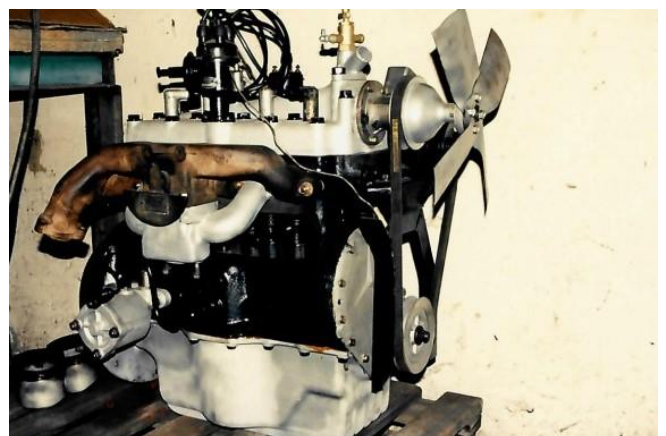


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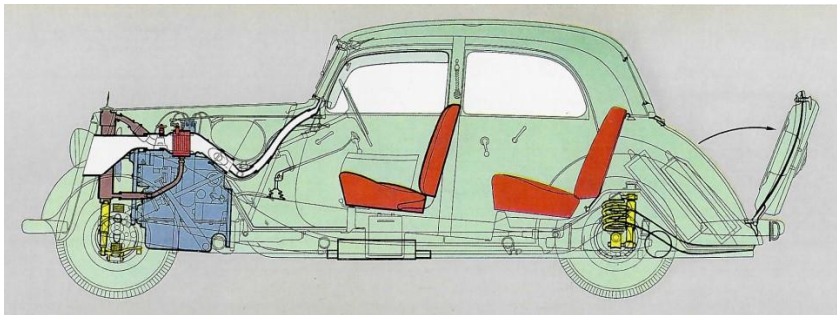




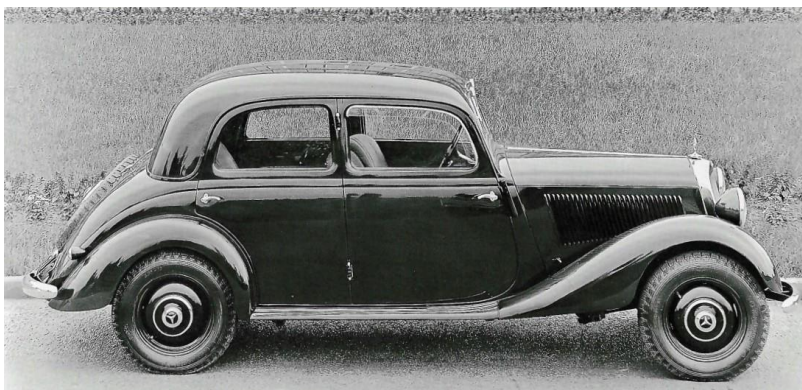
Model History

After the end of the war in 1945, Mercedes Benz resumed passenger car production with the tried-and-tested 170 V (W 136), which had already been built before the war from 1936 to 1942. Initially, there were only delivery vans and platform trucks as well as various special vehicles, which were in urgent demand during the reconstruction period in Germany after 1945.

Production of the four-door saloon finally restarted in 1947 (W136 I). In May 1949, the 170 D and 170 S models were presented as the first newly designed passenger car models. The 170 D was essentially the same as the 170 V, but had a 1.7-litre



diesel engine that had been developed from the 170 V. It was the first diesel car of the 170 V series. It was the first diesel passenger car of the post-war period and laid the foundation for the long-lasting success of diesel motorisation. Compared to the petrol-powered version, which was still available, the diesel had significantly lower fuel consumption with almost the same performance. However, the 170 D was also in demand in its first years of production because the supply of petrol fuel was still a problem even five years after the end of the war, while diesel fuel was available in sufficient quantities.



In May 1950, the 170 V and 170 D models underwent a model upgrade, which included numerous measures. Both engines were given a power boost by increasing their displacement, and driving safety was optimised by installing telescopic shock absorbers, widening the rear axle track and using more

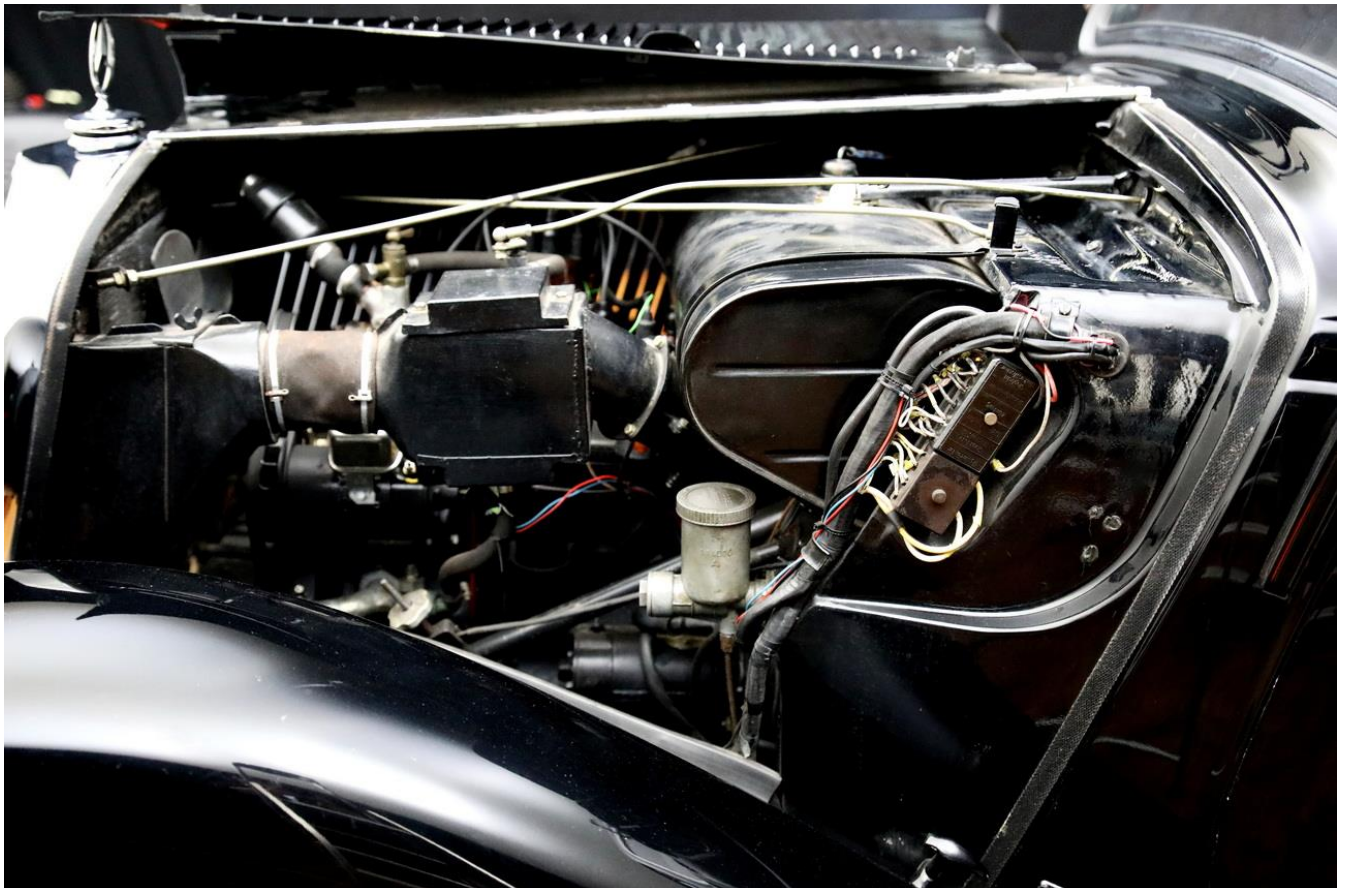
powerful brakes. But comfort was also optimised: the seats and interior width of the passenger compartment were enlarged; the boot was now easily accessible from the outside and ventilation panels on the front windows protected against draughts. The improved variants 170 Va and 170 Da (W136 VI) were named to distinguish them from the original models. Both models were revised again in May 1952: The 170 Vb and 170 Db models featured a further widened rear axle track width, wider bumpers that were now designed in one piece, an enlarged windscreen with windscreen wiper drive covered on the inside and horizontally arranged ventilation slots in the bonnet instead of the previous angled arrangement. Both models were built until August 1953.

Source: Mercedes Benz Public Archive



Data & Facts

Year of construction	1951
Quantity	47,082 examples as V, Va and Vb sedan (with petrol engine)
Colour scheme	black uni with interior in leather dark red
Mileage (reading)	99,780 km
Engine	Four-cylinder in-line engine (Type 136 VI), water-cooled, one lateral camshaft, updraught carburettor Solex 30 BLFVS
Displacement / power	1,767 cc, approx. 45 PS at 3,600 rpm (factory data)
Gearbox	Manual, 4-speed, central shift, synchronised
Brakes	Drums front and rear, hydraulic
Empty weight	approx. 1,185 kg
Top-speed	approx. 120 kph
Equipment	Roller sunroof, headrests front, auxiliary instruments, radio
Documents	German registration documents, old vehicle registration documents, photos of the restoration, original owner's manual, extensive repair literature with spare parts lists, workshop manual







Appendix

Location	Hamburg, Germany	
Price	EUR 29,000,00 (VAT not to be shown)	
Contact	Eberhard Thiesen	+49 (0) 172 – 459 34 35
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